

Interview with Jim Murray [REDACTED]

[REDACTED]
Lakeview NC 28350

Friday 06/05/2015

1355

Conducted by Cecil J. Land Operations Inspector
[REDACTED]

Mr. Murray said he heard about the crash 3 min from the cockpit when Mr. Fred Para called him. 0757, plane stopped about 0755. He checked his cell phone.

QUOTE

His first words were "I crashed". He said, "I wrecked my hand, and am really afraid of fire, and they can not find us. He said that "Barbara was talking and was hoping that they could find them" He said that Ken was following them and then he would call 911. He did not sound panicked, due to how calm he was. My mind was he skidded off the runway. Then we got cut off, and he called back, saw the EMT's coming and the phone cut off."

Mr. Murray stated that no specifics were as to how he approached the airport.

Mr. Murray said that Ken Haenlein stated, "the end of the runway was in the clear, 22 was in the clouds and hazy, and that he was on a downwind for 4."

Mr. Murray said, "Fred is not one not to fly a pattern, every time that I've flown with him. We had an issue to go off to Sun and Fun, got into the air, voltage was negative, and looked and it was left of center. They landed, and another guy, Chuck, asked to figure out what it was. We turned everything off, restarted, and found the strobe was causing a bit of the pull into the negative. We did a flyby with the gear down at Southern Pines on our way to Sun and Fun. Took off and didn't check and because of the discharge situation, had two of our friends in their Velocity report the gear down. Chuck figured out the dimmer switch was down low, so I don't believe it was the alternator.

We then flew to Sun and Fun. Went down on the 21st and returned on the 25th of April. We went direct into Sun N Fun. On return, we flew to Palatka, paused with weather, then departed. No issues other than a little radio scratchiness. We returned IFR, and landed without any issue. Freddy and Barb later they flew to St Petersburg a couple of weeks ago. This was in April.

I then asked Mr. Murray if anyone had worked on the plane. He stated that, "Moore County doesn't have mechanics, and had decided to go to Siler City. May have had Chris at Carthage, but I'm pretty sure they did not. Their whole airplane had a remanufactured engine put into it a few years ago, I believe in Michigan. They had zero problems with it. Wed discussed the alternator problem the day before, and everything electric was off.

Mr. Murray stated that it was working fine, and that he (Jim) would have been the right seat guy, but Barbara went instead, because Ken volunteered so she wouldn't have to drive up. Barbara was 100%

into using the Garmin's but had the Ipad there with her. She always used the Garmin's that were aboard.

Mr. Murray stated, "They flew a lot of IFR and were proficient with the Garmin cockpit. I never saw Freddy and Barbara swap controls. If he was flying, he would fly the leg. Anyone flying would be in the left seat. Freddy flew most of the legs.

I've not flown with them enough to say that's how it was handled. Freddy normally flew everything."

On the call, Freddy said to me, "I got it in, I couldn't get it out, had all the power that I could, and it wouldn't come out."

Mr. Murray stated, "The plan was to fly with the gear down the whole way. He may have had a biannual check with Chip Merman. Freddy bought the plane locally right in Moore County. Bob Carpenter was a partner, and he didn't get along with them, and they then bought him out, as they couldn't have him as a partner. I can't foresee them ever not taking off without full tanks. Freddy always tops the airplane off before he flies. I do not believe anyone saw them leave when they departed from Moore County.

Moore County doesn't have self serve fuel, it must be done by fuellers.

END INTERVIEW

Inspector Statement

Interview with Steve Borden, Exec Director

Moore County Airport

STEVE BORDEN

[REDACTED]
PINEHURST, NC 28374
[REDACTED]

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I called Mr. Bobby Cox, who is the fuel supervisor for Moore County Airport (SOP). Mr. Cox referred me to Mr. Steve Borden, the Executive Director.

Mr. Borden reviewed the fuel purchases for N985K. He stated that the last fuel purchase was May 18th, 2015. They purchased 25.1 gallons of fuel. There have been no reports of fuel abnormalities at Moore County, according to Mr. Borden.